

REMARKS

Entry of the present amendment is respectfully requested. It is earnestly believed that the present amendment places the application in a condition for allowance and, thus, entry is appropriate.

Claims 1, 4 have been amended. Claim 13 has been added. Claim 8 has been canceled. Claims 5, 6, and 9-12 have been withdrawn.

The indication that claim 8 would be allowable if rewritten in independent form and to overcome the rejections under 35 USC §112, second paragraph is acknowledged with appreciation. Claim 13 is claim 8 rewritten in independent form. The term "elastic" has been canceled in claim 4 to overcome the rejection under 35 USC §112, second paragraph. Thus, claim 13 should be allowed.

Claim 1 has been rejected under 35 USC §102(b) as being anticipated by Donde et al. (SU 1435501A).

Claim 1 defines over the patent to Donde et al. The patent to Donde et al. does not disclose inner and outer radial skeleton parts which are separated and distanced from each other so that immediate force transmission within the skeleton is interrupted. Although parts 6 and 4 are distanced from each other, an immediate radial force transmission within the skeleton is still provided between plates 4,5. Plates 4,5 extend in one piece from the hub to the steering wheel rim 2 so that the plates are not interrupted with respect to an immediate radial force transmission.

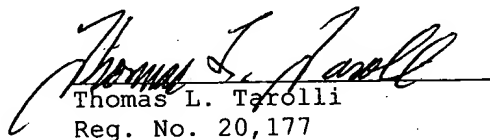
In addition, regarding claim 7, an English translation of sections of Donde et al. obtained by the applicant discloses that part 8 is not an elastic part but rather is a spacer sleeve which is part of a clamp structure. Thus, claim 7 should be allowed as claim 7 defines over the structure of Donde et al., specifically, Donde et al. does not disclose a vibration-decoupling means which is a bearing having an elastic equalizing element arranged between a receiving shell and a pin.

Claims 2-7 and 9-12 depend from claim 1 and define over the patent to Donde et al. for the same reasons as claim 1 and for the specific limitations recited therein. Thus, claims 2-7 and 9-12 should be allowable.

In view of the foregoing, it is respectfully submitted that the above-identified application is in condition for allowance, and allowance of the above-identified application is respectfully requested.

Please charge any deficiency or credit any overpayment in the fees for this amendment to our Deposit Account No. 20-0090.

Respectfully submitted, .


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(57) The invention pertains to vehicle manufacturing and may be used in steering devices of tractors, automobiles, and other means of transportation. The goal of the invention is to improve the ergonomic characteristics by disrupting the natural frequencies of vibration of the rim and hub. The steering wheel of the vehicle contains a hub (1), a rim (2), covered by a plastic sheath (3), spokes, each of which consists of two flexible plates (4) and (5), placed one on top of the other. The upper flexible plate (4) is rigidly joined by its ends to the rim (2) and the hub (1). The lower plate (5) is rigidly joined by one end to the hub (1), while its other free end is placed in the cavity of the sheath (3) of the rim and is able to move inside it relative to the rim (2). Each spoke is secured to the hub (1). In the gap between the flexible spoke and the cover 6 there is installed a clamp which can move along the spoke, consisting of a bolt (7), a spacer sleeve (8), and a nut (9). Thanks to the movement of the movable clamp in slots of the cover (6) and spoke and to the fixation of the clamp on the cover in various positions by the nut (9), the "working" length of the flexible spoke is altered, is its rigidity, which is chosen to ensure a reduction of the vibration transmitted by the rim to the hands of the driver. 3 figures.

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Figure 1 shows a steering wheel, general view; Fig. 2, section A-A in Fig. 1; and Fig. 3, section B-B in Fig. 2.

The steering wheel contains a hub (1), a rim (2), covered by a plastic sheath (3), spokes, each of which consists of two flexible plates (4) and (5), placed one on top of the other. The upper flexible plate (4) is rigidly joined by its ends to the rim (2) and the hub (1). The lower plate (5) is rigidly joined by one end to the hub (1), while its other free end is placed in the cavity of the sheath (3) of the rim and is able to move inside it relative to the rim (2). Each spoke is arranged with a gap inside a cover (6) which is secured to the hub 1 in cantilever style. In the gap between the flexible spoke and the cover 6 there is installed a clamp which can move along the spoke, consisting of a bolt (7), a spacer sleeve (8), a nut (9), and an elastic washer (10). At the end of the cover there is a flexible rubber stop.

The steering wheel works as follows:

Thanks to the movement of the movable clamp in slots of the cover (6) and spoke and to the fixation of the clamp on the cover in various positions by the nut (9), the length of the flexible spoke is altered, as is its rigidity, which is chosen to ensure a reduction of the vibrations transmitted by the rim to the hands of the driver.